



Venice of America

CITY OF

FORT LAUDERDALE

AVIATION ADVISORY BOARD
Fort Lauderdale Executive Airport
Administrative Office-Multipurpose Room
6000 NW 21 Avenue
Fort Lauderdale, FL
Thursday, April 20, 2006, 1:30 p.m.

Cumulative Attendance

1/06 – 12/06

<u>Board Members</u>	<u>Present/Absent</u>	<u>Present</u>	<u>Absent</u>
1 William Aston	P	3	0
2 Bunney Brenneman, Chair	P	3	0
3 Robert Iversen	A	2	1
4 Cynthia McDonald	P	2	1
5 John McKaye	P	3	0
6 John Milledge	P	2	1
7 Bernie Petreccia, Vice Chair	P	3	0
8 Christopher Pollock	A	1	2
9 Joseph Scerbo	P	3	0
10 Steve Stella	P	1	2
11 Sharon Woods	P	3	0

Airport/City Staff

Clara Bennett, Airport Manager
Mark J. Cervasio, Assistant Airport Manager
Alex Erskine, Assistant Airport Manager
Florence Deardorff, Airport Operations Aide
Rufus A. James, Airport Operations Aide
Fernando Blanco, Acting Airport Engineer
Sharon Dreesen, Administrative Aide
Marcin Jakimowski, Airport Management Intern

Visitors

Bonnie Schultz, FAA Tower FXE
Ted Baldwin, Harris Miller Miller and Hanson
Justin Proffitt, City of Oakland Park
Winston Cannicle, Broward County Aviation Department
Victoria Minard, Assistant City Attorney
Don Campion, Banyan Air Service

FORT LAUDERDALE EXECUTIVE AIRPORT

6000 N.W. 21ST AVENUE, SUITE 200, FORT LAUDERDALE, FLORIDA 33309

TELEPHONE (954) 828-4966, FAX (954) 938-4974

www.fortlauderdale.gov



Visitors.....continued

Clarence Jackson, Congressman Alcee Hastings's Office
Brian Korte, Representing Dev Ratnam
Tim Jones, Representing the 2400 Building Corporation
Cindy Caird, Fort Lauderdale resident

The meeting was called to order at 1:30 p.m. by Chair Brenneman and roll was taken by Ms. Dreesen.

1. Approve Minutes of March 2006 Meeting

Motion was made by Mr. Petreccia and seconded by Mr. Aston to approve the minutes of the March 23, 2006 meeting. In a voice vote, the motion passed unanimously.

Chair Brenneman informed Board members that the City Attorney's office had advised that any scrivener's errors or errors of fact should be pointed out, and that after the minutes were approved, it was permissible to expand upon a point made at a previous meeting.

Mr. Aston encouraged the Board and anyone reviewing their minutes to not consider the control tower replacement issue as something that could be solved by their "hired hands, whose job it is to lobby for the City." He felt that Board members, City Commission members, airport staff and others must contact members of Congress themselves.

Ms. Bennett introduced Clarence Jackson from Congressman Alcee Hastings's office and assured the Board that staff was in constant contact with the entire Florida delegation on behalf of FXE's tower issue. She noted the help they had already received from the delegation on several issues. She agreed that others in the community should join them in soliciting support for the new tower.

2. Runway 13/31 Runway rehabilitation

Mr. Cervasio explained the successive repairs made to the runway since its construction in 1942. After an evaluation of the Runway 13/31 pavement was performed during the mobilization efforts associated with the Runway 8/26 project, it was determined that Runway 13/31 had deteriorated to an average of 18 and was in need of rehabilitation. The proposed plan called for milling and resurfacing the top 2-inches of asphalt, resurfacing of the taxiway connectors, and construction of blast pads at either end of the Runway

Mr. Cervasio reminded the Board that at the March 2005 meeting, the Aviation Advisory Board endorsed a staff recommendation to secure grant funding to design the rehabilitation of Runway 13/31. At its April 19 meeting, the City Commission approved a Joint Participation

Agreement with the Florida Department of Transportation (FDOT) for the City to receive \$7,500 in grant money from the State for the design of this project. In anticipation of Federal Aviation Administration (FAA) funding availability for the Runway 13/31 Pavement Rehabilitation, the FDOT has initiated a Joint Participation Agreement in the amount of \$60,290 to cover up to 2.5% of the cost associated with the project based on a total project cost estimate of \$2,611,500. Funds for this project would be available from the Airport's previously approved CIP- P10632 Runway 13/31 Pavement Rehabilitation.

Staff recommendations:

1. The staff recommends that the JPA be approved for the City to accept \$60,290 up to 2.5% of the construction costs for the Pavement Rehabilitation of Runway 13/31 from the Florida Department of Transportation.
2. The staff also recommends that the City submit a Grant Application to the FAA for up to 95% of the costs associated with the Pavement Rehabilitation of Runway 13/31 and that the City accept the grant when offered.

Mr. Cervasio explained that the standard project-funding model was to obtain 95% from the FAA, 2.5% from the FDOT and 2.5% from FXE as a matching share.

Mr. Petreccia confirmed with Mr. Blanco that the costs and requests had been updated since the original estimate. Mr. Blanco stated the project was out to bid right now.

Motion was made by Mr. Scerbo and seconded by Mr. Stella to approve the staff recommendations. In a voice vote, motion passed unanimously.

3. Construct Perimeter Road JPA

Mr. Cervasio explained that the CIP included a project to extend Executive Airport Way to the east beyond its current termination point at the Airport Administration Building parking lot, providing access to parcels 30B, 31, 9C and 9D to the east of the Administration Building and allowing for the possibility of future development of this property and/or use by the airport for needed facilities.

Mr. Cervasio continued that the Florida Department of Transportation (FDOT) has initiated a Joint Participation Agreement (JPA) in the amount of \$560,000, representing 80% of the estimated project cost of \$700,000 and would be used to assist with improvement to the Airport's perimeter road system and adjacent parking areas to improve traffic flow and relieve drainage problems. Funds for this project were available from the Airport's previously approved CIP and the FDOT Grant.

Staff recommendation:

The staff recommends that the JPA be approved for the City to accept \$560,000 up to 80% of the costs, for Airport roadway and drainage improvements.

Mr. Scerbo confirmed with Mr. Cervasio that this would serve as a service road around the airport, not a through street.

Motion was made by Mr. Petreccia and seconded by Ms. Woods to approve the staff recommendation. In a voice vote, motion passed unanimously.

4. Assignment of 2400 Building Corporation for Parcel 8G to Devieneni V. Ratnam

Mr. Erskine informed the Board that the 2400 Building Corporation leased Parcel 8G through a lease agreement dated September 25, 1984, commencing in November 8, 1984. The property had been improved with the construction of a 20,000 sq. ft. office and associated parking.

Mr. Erskine continued that In-Rel Management, an agent for the 2400 Building Corporation, had requested to assign its ground lease to Devieneni V. Ratnam. Staff had also received a letter from James Cammarata, the attorney representing the buyer, providing notice that Mr. Ratnam wished to assume the ground lease. Mr. Ratnam intended to use the building in the same manner it was being used today, a multi-tenant office building.

Staff Recommendation:

Staff recommends that the City consent to the requested assignment of the 2400 Building Corporation lease for Parcel 8G to Devieneni V. Ratnam, subject to review by the City Attorney's Office.

Mr. Milledge confirmed that the sale price of the parcel was \$2.3 million.

Motion was made by Mr. Milledge and seconded by Mr. Aston to approve the staff recommendation. In a voice vote, motion passed unanimously.

Update Items

A. Noise Contours Update

Ted Baldwin, Harris Miller Miller and Hanson

Ms. Bennett reminded the Board that they had approved the Staff recommendations for a task order in November 2005 for Harris Miller Miller and Hanson, Inc., the City's noise consultant, to prepare noise contours evaluating the current status of the Airport Noise Abatement Program and the potential effects of three aircraft restriction scenarios. The City Commission approved this task order at the December 20, 2005 City Commission meeting.

Ms. Bennett explained that Harris Miller Miller and Hanson had prepared contours presenting cumulative exposure, in terms of Day-Night Average Sound Level (DNL), for actual 2005 operations and to prepare contours for 2005 operations for three restriction scenarios:

- ❖ A requirement that all jet departures on Runway 8 follow the I-95 turn
- ❖ A ban on non-Stage 3 jet operations at night (10 pm to 7 am)
- ❖ A 24-hour ban on non-Stage 3 aircraft operations

Mr. Ted Baldwin, Harris Miller Miller and Hanson, explained that preparing contours and looking at the total noise exposure was one element of the commitment made to monitor the progress of FXE to meet the goals of the Part 150 Study. There was also an ongoing commitment to prepare the noise program statistics.

Mr. Baldwin explained that the first objective was to prepare contours showing total exposure for 2005. They had looked very hard at the parts of the modeling input that really mattered:

- ❖ Total operations
- ❖ Total jet operations
- ❖ Specific jet types operating at FXE
- ❖ Runways utilized by jets
- ❖ Flight tracks used by jets departing on runway 8 to the east

Mr. Baldwin explained that they had also prepared contours for three alternatives, to help determine if there were some ways to formally restrict operations that were worth pursuing.

Mr. Baldwin informed the Board that overall operations were down, at FXE and nation-wide, while jet operations were up at FXE and nation-wide. Mr. Baldwin noted that Kimley-Horn & Associates had predicted a steep decrease in Stage 1 and 2 jet operations at FXE in 2001 and they had been proven correct. Stage 3 jets currently accounted for 90-91% of operations at FXE.

Mr. Baldwin displayed a graph representing Day/Night Level Contours over the course of 2005, concerning contours out to the 65-decibel level, the level the FAA guidelines declared the limit of noise/land-use incompatibility. He pointed out that compared to the 2002 contours, they were down 4 to 5 decibels; this "amazing reduction" was largely due to the reduction of the older aircraft. The 2002 and 2005 contours were roughly the same shape, except that runway 13/31's contours were much smaller now.

Mr. Baldwin then referred to the new 2007 contour forecast, noting that these were actually smaller than the forecast Kimley-Horn made in 2001. Mr. Baldwin felt this signified that they had met their 2007 goal two years early.

Mr. Baldwin noted the improvement since the initiation of the I-95 nighttime turn and noted that making that turn mandatory would only result in a small change in the contour. Their analysis of a ban on non-Stage 3 jet operations at night (10 pm to 7 am) had revealed a slightly larger, perhaps 1-decibel, reduction.

Mr. Baldwin stated that any formal restriction to achieve a nighttime or total ban of non-Stage 3 aircraft would require a Part 161 Study. Mr. Baldwin remarked that only a dozen or so airports have even initiated Part 161 studies. Mr. Baldwin did not recommend that Fort Lauderdale conduct a Part 161 study, pointing out that he had personally conducted the only Part 161 study to date that had resulted in an FAA finding of compliance with analysis, notice, and documentation requirements. He felt it did not make sense to do this now for several reasons:

- ❖ It would be very expensive
- ❖ If restrictions were pursued after the Study, litigation might follow that would be even more costly than the Study
- ❖ Pilots and the aviation community would be disappointed wonder why they had tried so hard to voluntarily work with FXE to reduce noise
- ❖ Very low likelihood of success

Mr. Baldwin pointed out that there was no residential land within the 65 contours today. FAA regulations stated that benefits of restrictions were calculated by determining the number of people or non-compatible uses that were removed from the contour. By these calculations, there would be no benefit.

Mr. Baldwin suggested they work to improve the cooperative effort:

- ❖ Preferential runway use elements
- ❖ Noise abatement turns
- ❖ Use of noise abatement profiles on departure
- ❖ Maximize use of the I-95 turns

Mr. Baldwin suggested that they also work to prevent any new development of any non-compatible areas.

Mr. Scerbo said the noise total exposure report was not as important as the single noise event diagram. Ms. Bennett reminded the Board that the FAA regulations required that measures that were contemplated be justified in terms of these contours; this was why the Harris Miller Miller and Hanson study had been commissioned.

Mr. Baldwin agreed that the City, citizens, aviation community, and other interests should continue to focus on reducing the noise from single events. He reiterated that a Part 161 Study would not help in reducing noise from single events. The primary focus should be on encouraging compliance with the existing noise abatement program and working together to maximize use of the I-95 turn.

Ms. Bennett agreed to make the data more specific in the future when one aircraft was responsible for multiple noise events.

Mr. Aston stated that prior to this report, "some folks had the idea that if they kept talking and persisted, somehow or another, something called the FAA would change their mind and make the noise go away." Mr. Aston felt this report closed the possibility of any legal solution to the noise problem at FXE. He felt the cost of the Part 161 Study [\$6.1 million] could not be justified,

and they must let the community aware of this. Mr. Aston said, "the important part is, disabuse false hopes; there are no hopes to be found in the courtroom." He felt they must get more cooperation from the pilots using the airport to solve the noise problem.

Mr. Petreccia agreed, and felt they must let the communities know that they would not be able to conduct a Part 161 Study, and they must encourage all jets to use the I-95 turn. Chair Brenneman agreed, and asked Board members to help inform the communities about this.

B. Noise Compatibility Program

Noise Abatement Program:

Ms. Bennett explained that they had received inquiries from the community recently regarding the noise abatement program and had included some history on this with the Board's package.

Noise Program Statistics:

Ms. Bennett informed the Board that the noise statistics were attached.

Ms. Bennett added that they hoped to complete the recruitment process for the noise abatement officer soon.

C. Development and Construction

Helistop Space-frame & Western Staircase Rehabilitation Project

Ms. Deardorff announced that the sandblasting of the western staircase has been completed and painting should be completed within the week. She agreed to provide the Board with progress updates.

The 2006 Air & Sea Show

Ms. Deardorff informed the Board that from May 1 to May 5, the U.S. Navy's Fleet Week would kickoff the 2006 Air & Sea Show, "A National Salute to America's Heroes". The actual air show dates were Saturday, May 6th and Sunday, May 7th with the U.S. Navy Blue Angels aerial demonstration team as the star performance.

Ms. Deardorff stated that FXE would have limited flight operations during the Blue Angels flight times. These flight times were as follows:

Thursday	May, 4 th	12:10 p.m. to 1:10 p.m.	Practice
Thursday	May, 4 th	1:30 p.m. to 2:30 p.m.	Practice
Thursday	May, 4 th	3:30 p.m. to 4:30 p.m.	Practice

Friday	May, 5 th	3:30 p.m. to 4:30 p.m.	Practice
Saturday	May, 6 th	3:41 p.m. to 4:41 p.m.	Show
Sunday	May 7 th	3:41 p.m. to 4:41 p.m.	Show

Ms. Deardorff advised that all flight times may be altered plus or minus 15 minutes. She noted that they were still awaiting confirmation on how the airspace around the Airport would be affected during the Blue Angels' and Snowbirds' performances.

D. Arrearages

There were no arrearages to report.

Chair Brenneman reminded the Board that the next Aviation Advisory Board meeting would be held Thursday, May 25, 2006 at 1:30 pm, and they would see the Fort Lauderdale International Airport Master Plan presentation again.

There being no further business before the Board, the meeting adjourned at 2:45 p.m.


Bunney Brenneman, Chairman

PLEASE NOTE:

If any persons decide to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need a record of the proceedings and, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.